





PENINSULA

The corridor includes San Mateo County between San Francisco Bay and the coast, and from Santa Clara County to San Francisco. The area by the Bay and west of U.S. 101 is suburban, with a number of older towns oriented around the Caltrain stations near El Camino Real. In recent years there has been considerable office and hotel development on the Bay side of U.S. 101. The major highway facilities in the corridor are U.S. 101, Interstate 280, Interstate 380, Routes 84 and 92 (between U.S. 101 and the coast). Route 82 (El Camino Real) is the major north-south arterial spine of the Peninsula, and Route 1 serves the coastal communities and provides recreational access to this area.

Major transit services include San Mateo County Transit District (SamTrans) local and express bus service, and Santa Clara Valley Transportation Authority (VTA) and San Francisco Muni bus service in the southern and northern ends of the corridor. Caltrain commuter rail service operates 80 weekday trains and soon will connect to BART at Millbrae. Caltrain also has an employer-based shuttle bus system for access to and from its stations. Major passenger intermodal facilities include the Transbay Terminal and the 4th and Townsend Caltrain terminal in San Francisco; BART stations in Colma and Daly City (four new stations will be added when the BART-to-San Francisco International Airport (SFO) extension opens in 2003); and several Caltrain stations.

Air passenger trips to SFO, the largest activity center in the corridor, are projected to increase to 60-plus million annual passengers by 2020. SFO also generates significant truck traffic from its air cargo operations.

Management Objectives

- Provide primarily operational improvements along U.S. 101 and Interstate 280 (e.g., new auxiliary lanes, ramp meters, HOV facilities, etc.)
- Manage freeway and local streets adjacent to freeways as one system to reduce overall delay
- Handle growth in intercounty commuting by BART/Caltrain and increased HOV lane use
- Partially reorient SamTrans bus service to feed BART and Caltrain stations
- Develop transit levels-of-service in the off-peak period (Caltrain)
- Maintain local transit service between communities and activity centers
- Support efficient transit operations via street improvements and provide safe and convenient bicycle and pedestrian access to transit facilities
- Improve east-west traffic operations and safety through signal timing and additional Caltrain grade separations
- Maximize travel time savings for employees and air passengers using transit/HOV lanes to San Francisco International Airport
- Ensure that coastsides access improvements are consistent with coastal management plans

PENINSULA

Committed Funding

Not mapped:

- BART to San Francisco International Airport (SFO) extension (under construction)
- Upgrade Route 1 (Devil's Slide Tunnel)
- U.S. 101 auxiliary lanes from Marsh Road to Route 92
- Caltrain express service between San Francisco and San Jose; includes passing tracks and rolling stock (Phase 1)
- Route 92 westbound slow-vehicle lane between Route 35 and I-280
- Widen Route 92 between Route 1 and Half Moon Bay city limits
- Construct Route 1 northbound and southbound lanes from Fassler to Westport Drive in Pacifica
- U.S. 101/Oyster Point Boulevard interchange improvements (Phases 2 and 3)
- Caltrain grade separations (to be determined)
- Caltrain local station improvements
- I-280/I-380 local access improvements
- Regional Express Bus Program: Route 82/El Camino Express, Daly City BART station to Palo Alto
- Widen Airport Boulevard from 2 to 4 lanes
- Widen Airport Boulevard bridge (14 feet widening of existing bridge structure)
- Extend Hickey Boulevard to construct 2-lane road between Mission Road and Hillside Boulevard in Colma
- San Mateo Downtown Transit Center
- U.S. 101 interchange improvements and ramp metering at Ralston Avenue, Hillsdale Boulevard and Millbrae Avenue
- Widen John Daly overcrossing at junction I-280 and Route 1
- Replace San Pedro Creek bridge and road approaches
- Widen Route 84 from 4 lanes to 6 lanes from El Camino Real to Broadway
- Route 92 between Half Moon Bay city limits and Pilarcitos Creek alignment and shoulder improvements
- Modify and interconnect existing traffic signals from Davey Glen Road to 41st Avenue, and 31st Avenue to Millbrae

Track 1

- ① U.S. 101/Broadway interchange reconstruction
- ② U.S. 101/Woodside Road interchange improvements
- ③ U.S. 101 auxiliary lanes from Sierra Point to San Francisco County line
- ④ U.S. 101/Willow Road interchange reconstruction
- ⑤ U.S. 101/University Avenue interchange reconstruction
- ⑥ U.S. 101 auxiliary lanes from Marsh Road to Santa Clara County line
- ⑦ U.S. 101 auxiliary lanes from San Bruno Avenue to Grand Avenue
- ⑧ Caltrain electrification from San Francisco to Gilroy
- ⑨ Route 92 from U.S. 101 to Route 280: add westbound passing lane
- ⑩ U.S. 101 auxiliary lanes from 3rd Avenue to Millbrae and U.S. 101/Peninsula Avenue interchange reconstruction
- ⑪ Caltrain downtown extension/Transbay Terminal

Blueprint

- A Bayfront Expressway extension from Marsh Road to Woodside Road (4 lanes)
- B Widen I-280 eastbound by 1 lane from eastbound Route 1 to southbound I-280 and Serramonte Boulevard
- C Widen Route 92 between U.S. 101 and I-280 from 4 lanes to 6 lanes
- D Widen Route 1 from 2 lanes to 4 lanes within the Half Moon Bay city limits

Not mapped:

- Various U.S. 101 interchange improvements that facilitate ramp metering
- Caltrain grade separations
- Caltrain Express (Phase 2); includes additional track expansion and rolling stock



- 1 Track 1 Project
- A Blueprint Project

- 980 Interstate Highway
- 101 U.S. Highway
- 1 State Highway
- Freeway
- Other Highway
- Major Arterial
- Rail Line
- ✈ Airport
- ⚓ Ferry Terminal
- ⚓ Port
- BART

Base map © Thomas Bros. Maps. All rights reserved.